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# THE COMMERCIAL

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VOL.

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### FUN AND FOLLY FEATURES BAR DINNER TO JUDGES

Causes Argued, Opinions Delivered  
Motions and Affidavits Made.

Opinions rendered by special judges of the "High Court of Censor and Non-sense, Sir, of the State of Good Fellowship" featured the banquet given in honor of the judges of the State Supreme Court Friday night at the Cumberland Club by the Knoxville Bar Association. Nearly 100 were present, all except a few visitors being lawyers, and the whole entertainment was a grand success, fun and mirth (lawyer's wit) reigning supreme.

At the close of the banquet, at the wee hours of night, the banquet lasting from 7 o'clock p. m. until 12:15 a. m., the real judges of the Supreme Court spoke a few words of gratification in which all of them paid Knoxville attorneys high compliments for their hospitality and entertainment of the supreme judicial bench. Each and all said that it is always a pleasure to hold a term of Supreme Court in Knoxville.

Members of the Supreme Court who partook of the banquet given in their honor were Chief Justice M. M. Neil and Associate Justices Grafton Green, S. C. Williams, A. S. Buchanan, D. L. Lansden and Special Associate Justice W. W. Faw. W. H. Swiggart, Jr., Assistant Attorney General, was also an honor guest, and made a short address at the close of the entertainment in which he, with the judges, expressed his appreciation of the hospitality and good cheer.

At the beginning of the festivities, an elaborate menu was enjoyed, it being stated that pleasure should come before business with attorneys. Then "court" was opened by "Clerk" R. S. Young, and an "opinion" session was begun by "Justices" John W. Green, chief justice, and John M. Thornburg, John H. Frantz, L. D. Smith and T. A. Wright, associate justices.

These opinions, delivered with the gravity suiting the occasion, kept the banqueters convulsed in laughter, the decisions being caricatures of typical cases in the courts of the State. Cases were traced from the criminal, circuit, chancery and justice's court, and numerous references were made to "former decision in similar cases" to substantiate the opinions.

Following this, Gen. Jas. A. Fowler and L. M. G. Baker argued a case involving "the delivery of a consignment of liquor," which was thoroughly laughable. Then motion was made and affidavits read by W. Baxter Lee, Jas. G. Johnson, W. R. Turner and Noble Smithson.

Court was adjourned "until one year hence" in the regular manner by "Clerk" R. S. Young, and the guests departed, all in a good humor.

#### Safety First.

By T. F. Peck, Commissioner of Agriculture.

It may be worth while, at this time, to remind all of the people who have to do with the training of the next generation that the slogan, "Safety First," stands for something that has a place in our work. It particularly concerns the welfare of that next generation.

A few years ago no special caution was necessary for people to take care of themselves. It was only necessary to come in when it rained, to look out for Indians or wild beasts behind the bushes, and other things like that. Now there are a thousand perils, in every direction. We have machines, so many swift moving vehicles, such high speeds, such new and unknown devices everywhere, surrounded by such multitudes of people, that some special instruction is necessary to the safety of the people.

Our whole State is largely covered with electric wires. Telegraph, telephone, power, light lines run everywhere, even in the most remote rural sections and all are dangerous to the ignorant and the incautious. A broken wire may carry death to him who touches it; it may fall in a pool of water and bring destruction to those who step in the water; it may fall on a barbed and kill the one who climbs a fence a mile away. Accidents happen when children throw wires over the telegraph line or climb the poles for fun.

The regular railway lines, with heavy trains thundering along at high speed every hour of the day and night, are

also very dangerous to the life and limb of the incautious. Boys often jump on the slowly moving trains to go part of the way home, or hang to the cars for a joy ride. Particularly is this true in the village and small towns. All this, the country over, results in a fearful cost in suffering, crippling and death.

The railroads have prepared statistics showing the number of preventable accidents in this way, and the figures are appalling. During the past twenty years 181,870 trespassers were killed or injured on the railroads of this country. None of these were train men or persons who were there by necessity. Twenty-five thousand of them were young people, under 18 years of age living near the scene of the accident, and many of them were under 10 years of age.

Fourteen trespassers have been killed or injured by the railroads every day on an average for several years past. Think what an army of children it would take to make 25,000. And all would have been saved had they kept off the railroad tracks. Our carelessness and heedlessness in this regard are inconceivable. The railroads of the country spend millions of dollars yearly to prevent accidents to save life and limb. Is it not a public duty to do our small part too?

When we add to these sources of accident a hundred thousand automobiles swiftly careering along every road in our State, far and near, together with motorcycles, traction engines and other swiftly advancing forms of locomotion, the wonder is that any of our children escape long enough to grow up. They can hope to escape only by profiting by the wisdom and caution that come down from the past. Somehow, they must grasp in a few days the caution that has required a thousand years or more for the race to learn—if they would survive.

I hope every teacher will take up these subjects for attention and discussion in the schoolroom, in an effort to instill the safety spirit into the minds of the children. If we can overcome some of the dangerous practices it will result in saving human life.

#### Plan Belgian Colony.

Muskogee, Okla.—A plan to colonize fifty thousand Belgians in Oklahoma under the supervision of the Catholic Church, and to build a railroad 172 miles long connecting Muskogee and Oklahoma City, along which these people may conduct intensive farming and find a market in the largest two cities of the State, is rapidly taking form. This plan was conceived by several Oklahoma women, who believe that there will be thousands of Belgian women without husbands to support them when the war is over. They wanted these Belgian women and girls for servants.

They were trying to solve the servant problem. From this grew the idea of colonizing the Belgians on a large scale and this has been taken up by important commercial bodies in the State.

There is no direct line of railroad connecting Muskogee with the State capital and the country between for the most part is sparsely settled. The Belgian plan of living and farming requires transportation. Therefore the big plan of building a needed new railroad and creating traffic to make it pay by settling Belgians along the right-of-way in villages and colonies, with churches of their own and schools in which their own language is used.

There is in New York a Belgian immigration bureau under the direction of the Catholic Church. The head of this bureau is a divine who was formerly in charge of a parish in Oklahoma. Bishop Theophile Meerschart, who is in charge of this diocese, is a native of Belgium. Father Joseph Van Hulse and others in charge of the Catholic Church and schools in Muskogee, are also natives of Belgium. Many Catholic priests in Oklahoma are Belgians. Bishop Meerschart was in Belgium when the war came on and is fully alive to the crisis confronting his countrymen even when the war is over.

The plans for Belgian colonization and building a new railway have gone so far as to be laid before the Commercial Club at Muskogee with a request for approval. —Kansas City Star.

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#### NEWS NOTES.

It is estimated that the slaughter of animals in Kentucky in the effort to stamp out the foot and mouth disease has cost the State \$89,500. The Legislature will be asked to appropriate \$25,000 to reimburse the owners of the animals destroyed.

Creation of a naval reserve from among honorably discharged enlisted men of the navy is proposed in a draft of an amendment to the forthcoming Naval Appropriation Bill submitted by Secretary Daniels.

That the woman's suffrage amendment will be defeated in the House, probably by a two-thirds vote, was the statement made by Democratic Leader Underwood.

Justice Lamar reserved decision after hearing a plea for an appeal to the Supreme Court on a writ of habeas corpus for Leo M. Frank, convicted murderer, of Atlanta.

Canadians are urged to observe at least partially the centenary of peace between Great Britain and the United States in a statement issued at Ottawa.

Indictments are expected Monday against persons alleged to have been concerned in the murder of Barnett Baff, wealthy New York poultry dealer.

An innovation in the Ohio penitentiary whereby the convicts are given a little self-government was announced as a Christmas gift by the warden.

Massachusetts has begun a probe of insurance companies operating under the workmen's compensation law to determine if any monopoly exists.

Gen. Scott reported progress toward peace along the Mexican border after his conference with Gen. Maytorena, Villa commander.

Three committees were appointed by the Pan-American Union to work out a plan to guarantee neutrality in this hemisphere.

In the past year more than 16,000,000 animals for human consumption were sold at a total of over \$400,000,000 in the Chicago yards.

Fifteen persons were injured at Uniontown, Pa., when a street car went over an embankment into a swollen creek.

#### The Slaughter of Calves.

The slaughter of young calves is one of the serious phases of the problem of the maintenance of our country's beef supply. Statistics indicate that the slaughter of such animals is increasing rapidly, due primarily to an increase in the demand for veal, in spite of the fact that veal is ordinarily sold at an extremely high price per pound.

These veal calves are largely drawn from the dairy districts, but, with the growth in the demand for veal, other sections are marketing as veal in considerable numbers calves that, if kept and fattened, would have made good beef steers. The market for stockers and feeders is therefore affected.

Various suggestions have been made to prevent this, even such radical ones as legislation to prohibit entirely the slaughter of calves. The fact is not always recognized, however, that this practice is purely economic. In dairy districts, milk production is the chief business and calves are an incidental, valuable only to replenish the milking stock or for such revenue as may be obtained from their sale as veal. As the average dairyman must keep the number of his milkers at a maximum, economy demands that he relieve himself of his surplus calves as soon as possible. As there is not ordinarily any market for such calves except for veal, veal they become. The slaughter of calves in districts which are not exclusively devoted to dairying probably has as its governing factor a market near by which pays more for calves as veal than as stockers.

A comparison of English and American methods in this respect sheds some light on this problem. In England men make a business of buying young calves throughout the dairy districts to be raised on milk substitutes and subsequently fattened for beef. In England the dairy cows are largely Shorthorns whose calves are valuable for beef production. In the United States, on the other hand, the cows of the dairy districts are principally of the strictly dairy breeds (pure breeds or grades) or natives with no breeding, and the calves from such cows have, as a rule, little value as feeders for beef, but make

good veal.

As the calves in a number of paramount importations of breeding which would have value for beef production necessarily decrease the value of the herd when grade or native used. If such cows were of dual-purpose bulls, the calves have considerable value. This practice would not be followed, however, unless there was a market for such stockers. It has been observed that this practice rates raising calves by hand, milk substitutes, which adds expense, and calves so fed are not raised as where they follow the natural weaned naturally. The labor is likewise important, as this system demands not only a considerable amount of labor but of skill also. In the United States, skilled farm labor is cheaper than in the United States.

Another possible solution of the problem would be an increase in meat consumption in the United States. We consume annually per capita 7 1/2 pounds of veal, which is 4 per cent of our total meat consumption; the people of Great Britain eat 4 pounds of veal per capita annually, which is 3 per cent of the annual per capita meat consumption. We consume 6 1/2 pounds of mutton and lamb per capita, which is about 4 per cent of our total, whereas the British people consume 26 pounds of mutton and lamb per capita, which is 22 per cent of their annual meat consumption.

An increase in our mutton consumption at the expense of the consumption of veal would, of course, tend to make calves less valuable as veal and would encourage a system of breeding which would bring them into demand as stockers. An increase in mutton consumption would also encourage the farm raising of sheep, and this could be brought about on dairy farms without affecting the economy of management from the dairy standpoint. A small flock of sheep on a farm will increase the productiveness of the farm, keep the farm clean of weeds, and add to the family meat supply without entailing serious additional expense for feed, labor, or shelter.

#### Fine Live Stock.

There was recently held at Winchester, Tenn., a sale of registered Holstein cattle under the auspices of the Franklin County Creamery Association at which two car loads of fine breeding animals were disposed of, the highest price paid being \$310. There were forty-five fine animals placed in the section lying between Nashville, Sparta and Lewisburg as a result of this sale.

In this work of promoting the live stock industry in this territory, and along the territory embraced by its entire system, the Nashville, Chattanooga & St. Louis Railway is lending its hearty co-operation through its live stock and agricultural department, and as a result of its work in this direction more than 2,000 head of pure-bred animals have been placed in counties where, prior to such sales, practically no such animals were to be found.

The widespread interest created among the various county live stock associations, breeders and farmers, have caused several big breeders to co-operate in these sales and next spring several such sales will be held at various points and such organizations as the Holstein-Friesian Association of America, the American Hereford Cattle Breeders' Association, the American Short Horn Breeders' Association and the American Aberdeen Angus Association will contribute. The railroad offers reduced freight charges on such cattle and reduced rates to the farmers and cattle men attending these sales, and as a result the live stock interests have been greatly stimulated.

A good remedy for a bad cough is BALLARD'S HOREHOUND SYRUP. It heals the lungs and quiets irritation. Price 25c, 50c, and \$1.00 per bottle. Sold by Oliver's Red Cross Drug Store. advt

Contracts for supplies amounting to \$300,000,000 have been placed with the United States by the belligerents, according to Charles M. Schwab, who returned from Europe. "Good times are upon us," he declared.

Under the reorganization plan of the H. B. Claflin Company a corporation was chartered to take over the affairs of the company and its affiliated stores.

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